

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 08/09/2006**

DCA04MA068 File No. 20462	08/13/2004	Florence, KY	Aircraft Reg No. N586P	Time (Local): 00:49 CDT		
Make/Model:	Convair Div. of Gen. Dynamics / CV-340 (580)			Fatal	Serious	Minor/None
Engine Make/Model:	Rolls-Royce / 501-D13		Crew	1	0	1
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	2					
Operating Certificate(s):	Flag Carrier/Domestic; Supplemental					
Name of Carrier:	AIR TAHOMA INC					
Type of Flight Operation:	Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point: Memphis, TN			Condition of Light:			
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: 7500 Ft. AGL, Overcast			
			Visibility: 10.00 SM			
			Wind Dir/Speed:			
			Temperature (°C): 13			
			Precip/Obscuration: No Obscuration; No Precipitation			
Pilot-in-Command	Age: 49		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 2500			
Airline Transport; Flight Engineer; Foreign; Private; Multi-engine Land; Single-engine Land			Last 90 Days: 32			
Instrument Ratings			Total Make/Model: 1337			
Airplane			Total Instrument Time: UnK/Nr			

The Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>, AAR-06/03, PB2006-910403.

On August 13, 2004, about 0049 eastern daylight time, Air Tahoma, Inc., flight 185, a Convair 580, N586P, crashed about 1 mile south of Cincinnati/Northern Kentucky International Airport (CVG), Covington, Kentucky, while on approach to runway 36R. The first officer was killed, and the captain received minor injuries. The airplane was destroyed by impact forces. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 as a cargo flight for DHL Express from Memphis International Airport, Memphis, Tennessee, to CVG. Visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (F) INATTENTIVE - PILOT IN COMMAND
5. (F) CHECKLIST - DELAYED - PILOT IN COMMAND
6. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - STARVATION
7. (F) IN-FLIGHT PLANNING/DECISION - INADEQUATE - FLIGHTCREW
8. (F) INATTENTIVE - FLIGHTCREW
9. (F) AIRCRAFT HANDLING - NOT RECOGNIZED - FLIGHTCREW

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

Findings

10. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
fuel starvation resulting from the captain's decision not to follow approved fuel crossfeed procedures. Contributing to the accident were the captain's inadequate preflight planning, his subsequent distraction during the flight, and his lateinitiation of the in-range checklist. Further contributing to the accident was the flight crew's failure to monitor the fuel gauges and to recognize that the airplane's changing handling characteristics were caused by a fuel imbalance.